



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

**7110.10N CHG 1**  
**8/10/00**

# **BRIEFING GUIDE**



**U.S. DEPARTMENT OF TRANSPORTATION**  
**FEDERAL AVIATION ADMINISTRATION**

**1. PARAGRAPH NUMBER AND TITLE:** 6-2-1. FLIGHT PLAN RECORDING, Table 6-2-3, Suffix to Aircraft Type

**2. BACKGROUND:** On February 24, 2000, the FAA implemented the use of Reduced Vertical Separation Minima (RVSM) in the Pacific Oceanic area. This airspace is currently designated as Required Navigation Performance-10 (RNP-10) airspace, a reduced lateral separation minima based on navigational performance. The equipment suffix for RVSM is /W, and the equipment suffix for RNP is /R. Our current computer processors are only capable of displaying one equipment suffix. With the introduction of RVSM in the Pacific region, controllers will need to be aware of both /R and /W suffix qualifiers. To indicate to the controller that an aircraft is qualified for both RVSM and RNP a new equipment suffix identifier, /Q, is being added. It is important to note that the airlines will not be filing /Q. This is an identifier internal to the FAA's flight plan data processing systems. When our computer processors receive a flight plan indicating both /R and /W equipment suffixes, the computer will automatically convert this combination to a single, displayable equipment suffix identifier, /Q.

**3. CHANGE:**

**OLD**

**6-2-1. FLIGHT PLAN RECORDING**

Table 6-2-3, Suffix to Aircraft Type

Suffix	Aircraft Equipment Suffixes
Add	Add

**NEW**

**6-2-1. FLIGHT PLAN RECORDING**

Table 6-2-3, Suffix to Aircraft Type

Suffix	Aircraft Equipment Suffixes
/Q	<b><u>Required Navigation Performance (RNP) and Reduced Vertical Separation Minima (RVSM) (indicate approval for application of RNP and RVSM separation standards). It should be noted that /Q is for automation purposes only and will not be filed by system users. FAA processors will convert the combination of /R+/W to =/Q.</u></b>

**4. OPERATIONAL IMPACT:** With the implementation of the suffix identifier /Q, the Microprocessor En Route Automated Radar Tracking System (MEARTS) will be capable of displaying site selected color in the full data block to support the controllers with a visual cue in determining which aircraft are authorized for RVSM/RNP separation standards. The conflict probe function for the Oceanic Display and Planning System (ODAPS) will recognize /Q and probe for any traffic conflicts utilizing these reduced separation standards. All personnel involved with the processing and interpretation of flight plan data must be cognizant of the fact that /Q is an internal FAA equipment identifier, and that air carriers will not file a /Q in the equipment suffix portion of their flight plans.